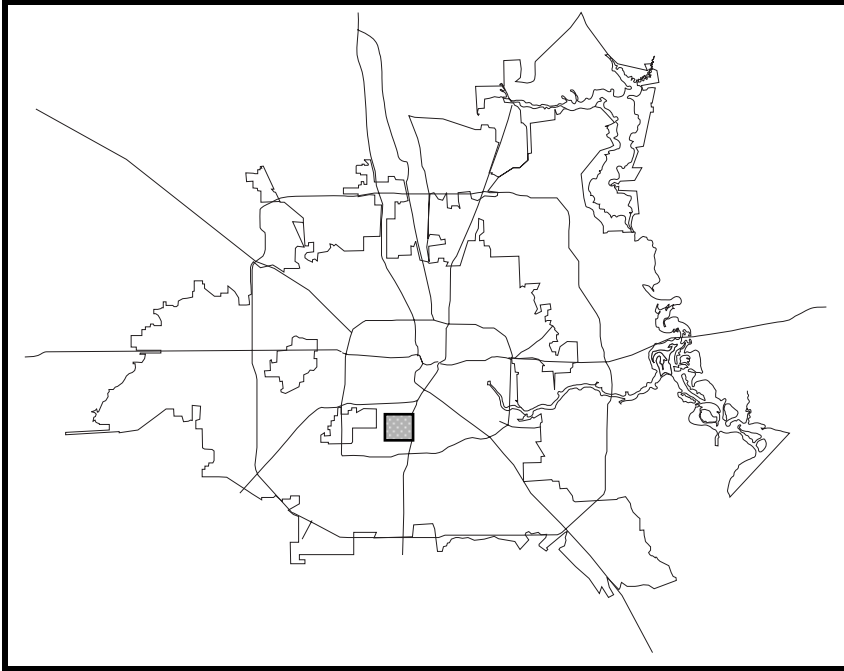


# PC ACTION

## 4. Bertner



**APPLICANT:** The University of Texas MD Anderson Cancer Center

**KEY MAP:** 532 M

**LAMBERT:** 5355

**JURISDICTION:** City, Harris Co.

**PROPOSAL:** To add Bertner Avenue as an 80 foot major collector between Holcombe Boulevard and Old Spanish Trail

**APPLICANT JUSTIFICATION:**

(See attached UT, MD Anderson Cancer Center letter)

**STAFF RECOMMENDATION:** ADD Bertner Avenue to the Major Thoroughfare and Freeway Plan as an 80 foot major collector between Holcombe Boulevard and Old Spanish Trail.

**PC ACTION:** ADD Bertner Avenue to the Major Thoroughfare and Freeway Plan as an 80 foot major collector between Holcombe Boulevard and Old Spanish Trail.

**JUSTIFICATION:** The proposed major collector is planned to continue to alleviate congestion on surrounding streets, it will provide connectivity between the Texas Medical Center Main Campus to planned developments by MD Anderson and others in the area south of Braeswood, including the University of Texas Research Park, and will greatly improve area mobility to fast growing healthcare institutions and supporting enterprises by providing for an improved higher capacity street grid. . The City has included several CIP projects that will assist this infrastructure planning to areas of growth while improving access to and through the core of the TMC, including design and construction of the Bertner Bridge over Braes Bayou.

# PC ACTION

## FACTORS ASSESSED: History, Platting, and Right-of-way

The proposed major collector is planned to continue to alleviate congestion on surrounding streets, it will provide connectivity between the Texas Medical Center Main Campus to planned developments by MD Anderson and others in the area south of Braeswood, including the University of Texas Research Park, and will greatly improve area mobility to fast growing healthcare institutions and supporting enterprises by providing for an improved higher capacity street grid.

## PLATTING ACTIVITY

It is estimated in the 2006 Texas Medical Center Master Plan that by 2008 the projected gross square footage will exceed the forecasted estimates in the 1999 Master Plan by six million gross square feet. In fact the majority of that growth will occur between 2005-08. It is estimated that the total gross square footage in 2008 will be 33 million square feet. This compares to 2005 levels which are 26 million. Improved streets and access are key to continued growth and sustainability. Area wide platting activity has included mixed use developments ranging from commercial, institutional, multifamily, office, single-family and utility. TMC campus expansions include Mid and South areas that extend from Braes Bayou to Old Spanish Trail. These emerging areas of development require attention to infrastructure planning and development. The City has included several CIP projects that will assist this infrastructure planning to areas of growth while improving access to and through the core of the TMC.

Subdivision Plat Name	Approval Date	Key Map	Land Use	Ac	Lots	Units
A and K Custom Homes on Camden Dr	March 16, 2006	533F	SF Residential (public street)	0.14	3	0
Alexan at 288	September 30, 2004	533P	Unrestricted	6.57	0	0
Camden Almeda Retail Center	July 14, 2005	533F	SF Residential (public street)	0.47	0	0
Casa De Esperanza Subdivision	November 3, 2005	533J	Unrestricted	3.63	0	0
Central City replat no 1	February 24, 2005	533K	Unrestricted	1.28	0	0
Central City replat no 1 (PH011305)	February 10, 2005	533K	Unrestricted	1.28	0	0
Charleston Terrace	June 16, 2005	533F	SF Residential (public street)	0.32	8	0
Cota Park Subdivision	March 18, 2004	533F	SF Residential (public street)	0.33	1	0
Development at Almeda Road at Old Spanish Trail	February 2, 2006	533J	Unrestricted	8.38	0	0
Development at Old Spanish Trail at Allegheny St.	February 16, 2006	533K	Commercial	10.11	0	0
Goodhope Terrace	May 19, 2005	533P	SF Residential (public street)	0.53	0	0
Holly Hall Home for the Retired replat no 2	February 24, 2005	532R	Unrestricted	21.09	0	0
Hospitality Apartments - HRDF	November 17, 2005	532M	Unrestricted	1.21	0	0
Jaden Court	January 27, 2005	533F	SF Residential (public street)	0.27	0	0
Knights Engelmohr Subdivision	May 13, 2004	532R	Commercial	0.47	0	0
Medical Center Lodge replat	March 16, 2006	532M	Commercial	0.46	0	0
Medical Center Plaza at Almeda	January 27, 2005	533J	Commercial	0.71	0	0
Medical Center Square	May 27, 2004	533J	Commercial	0.92	0	0
Naomi Patio Homes	December 22, 2005	532R	SF Residential (Type 2 PAE)	0.48	12	0
Naomi Place Sec 2	October 28, 2004	533N	SF Residential (public street)	0.96	19	0
Naomi Place Sec 3	November 17, 2005	532R	SF Residential (Type 2 PAE)	0.24	5	0
Naomi Place Sec 4	December 22, 2005	532R	SF Residential (public street)	0.84	15	0
Old Spanish Trail at Allegheny	September 30, 2004	533K	Commercial	10.11	0	0
Ramin Place replat no 1	October 6, 2005	533K	Commercial	1.46	0	0
SEC Greenbriar Main	December 22, 2005	532M	Commercial	0.73	0	0

# PC ACTION

Seven Oaks Townhomes (PH051905)	May 19, 2005	533E	SF Residential (public street)	0.28	6	0
Seventeen Eleven OST Reserve	February 19, 2004	532M	Unrestricted	2.60	0	0
Southland Terrace - Tampa	October 20, 2005	533F	SF Residential (public street)	0.13	2	0
Spring Hill Manors	October 6, 2005	533P	SF Residential (public street)	0.14	2	0
Treeline Partners LTD	December 23, 2004	532R	Unrestricted	4.67	0	0
Waterhill Homes on Staffordshire	January 22, 2004	533E	SF Residential (public street)	0.45	12	0
Yellowstone Townhomes	August 11, 2005	533k	SF Residential (Type 2 PAE)	3.73	79	0

## City of Houston, Capital Improvement Plan Texas Medical Center Area

Year	Proj No	Street	Description	Amount
FY06	N-0720	Cambridge Drive	Bridge and paving: N Braeswood to Holcombe	3,100,000
FY06	N-0721	Cambridge Drive	Paving: Holcombe to Old Spanish Trail	2,500,000
FY10	N-0808	Cambridge Drive	Acquisition and Design for paving: Holly Hall to IH 610	<u>400,000</u>
				\$6,000,000
FY09	N-0799	N MacGregor Way	Design for relocation: Mac Gregor Dr to Almeda Rd	700,000
FY10	N-0806	Almeda Road	Reconstruction: Mac Gregor Dr to Old Spanish Trail	1,000,000
FY07	N-0794	Holcombe Blvd	Reconstruction Braewood Dr to Main Street	1,500,000
FY03	N-0722	Bertner Drive	D and C for bridge and paving: Holcombe to S Braewood	3,600,000
FY04	N-0722	Bertner Drive	C for bridge and paving: Holcombe to S Braeswood	4,000,000

*Source:*

*City of Houston, 2003-2007 and 2006-2010 Capital Improvement Plans*

## RIGHT-OF-WAY STATUS

The TMC area existing major thoroughfare and collector system is presently built out. All principal thoroughfares, thoroughfares and collectors identified on the MTFP have status' of 'sufficient width.'

Street	From	To	Street Type	ROW (ft)	ROW Status
Main	Bissonnet	University	Principal	100	Sufficient width
Main	University	Old Spanish Trail	Principal	120	Sufficient width
Main	Old Spanish Trail	IH 610	Principal	150	Sufficient width
Fannin	Outer Belt	Holcombe	Principal	100	Sufficient width
Fannin	Holcombe	S Braeswood	Principal	115	Sufficient width
Fannin	S Braeswood	Old Spanish Trail	Principal	100	Sufficient width
Fannin	Old Spanish Trail	Greenbriar	Principal	110	Sufficient width
Fannin	Greenbriar	IH 610	Principal	100	Sufficient width
Greenbriar	University	S Main	Thoroughfare	60	Sufficient width
Greenbriar	S Main	Old Spanish Trail	Thoroughfare	110	Sufficient width
Greenbriar	Old Spanish Trail	Fannin	Thoroughfare	100	Sufficient width
Cambridge	Old Spanish Trail	Holly Hall	Collector	120	Sufficient width
Cambridge	Holly Hall	IH 610	Collector	100	Sufficient width
Outer Belt	Main	MacGregor	Thoroughfare	100	Sufficient width

# PC ACTION

Holcombe	Kirby	Greenbriar	Principal	110	Sufficient width
Holcombe	Greenbriar	Main	Principal	115	Sufficient width
Holcombe	Main	Braeswood	Principal	110	Sufficient width
Holcombe	Braeswood	Almeda	Principal	80	Sufficient width
Braeswood	Kirby	Main	Thoroughfare	70	Sufficient width
Braeswood	Buffalo Spdwy	Kirby	Thoroughfare	80	Sufficient width
Old Spanish Trail	Main	Almeda	Principal	100	Sufficient width
Holly Hall	Fannin	Almeda	Collector	50	Sufficient width
Holly Hall	Almeda	SH 288	Collector	70	To be widened

## SPACING

The spacing of thoroughfares and collectors in the TMC area fall within a one-mile grid or shorter, except in those areas north of MacGregor Way. This begins the southern boundary by Hermann Park. The network of roads follows a northeast-southwest angle except when crossing Braes Bayou where the grid once again turns true north-south.

Street	From	To	Street Type	Direction	Spacing
Main	Bissonnet	University	Principal	north-south	1.20 mi
Main	University	Old Spanish Trail	Principal	north-south	1.71 mi
Main	Old Spanish Trail	IH 610	Principal	north-south	1.07 mi
Fannin	Outer Belt	Holcombe	Principal	north-south	0.75 mi
Fannin	Holcombe	S Braeswood	Principal	north-south	0.34 mi
Fannin	S Braeswood	Old Spanish Trail	Principal	north-south	0.89 mi
Fannin	Old Spanish Trail	Greenbriar	Principal	north-south	0.47 mi
Fannin	Greenbriar	IH 610	Principal	north-south	0.73 mi
Greenbriar	University	S Main	Thoroughfare	north-south	1.04 mi
Greenbriar	S Main	Old Spanish Trail	Thoroughfare	north-south	0.55 mi
Greenbriar	Old Spanish Trail	Fannin	Thoroughfare	north-south	0.34 mi
Cambridge	Old Spanish Trail	Holly Hall	Collector	north-south	0.90 mi
Cambridge	Holly Hall	IH 610	Collector	north-south	0.33 mi
Outer Belt	Main	MacGregor	Thoroughfare	east-west	0.68 mi
Holcombe	Kirby	Greenbriar	Principal	east-west	0.89 mi
Holcombe	Greenbriar	Main	Principal	east-west	0.45 mi
Holcombe	Main	Braeswood	Principal	east-west	0.63 mi
Holcombe	Braeswood	Almeda	Principal	east-west	0.64 mi
Braeswood	Kirby	Main	Thoroughfare	east-west	0.98 mi
Braeswood	Buffalo Spdwy	Kirby	Thoroughfare	east-west	0.89 mi
Old Spanish Trail	Main	Almeda	Principal	east-west	1.90 mi
Holly Hall	Fannin	Almeda	Collector	east-west	0.71 mi
Holly Hall	Almeda	SH 288	Collector	east-west	0.71 mi

## MOBILITY

HGAC's Regional Transportation Plan identifies Kirby, Holcombe, Almeda, Main and Fannin all designated "Smart Streets." The Smart Streets concept is a tool to increase mobility, improve transit access and safety by providing operational improvements along strategic regional thoroughfares. Methodologies to increase mobility include synchronized lights, driveway

# PC ACTION

consolidation, provisions for turning lanes, roundabouts, medians, and other intersection improvements. The anticipated result of the expansion of these strategically identified regional thoroughfares is a reduction in the need for additional lane miles of free and/or tolled facilities.

Street Name	To	From	2005 V	LOS	2025 V	LOS
Main	Bissonnet	Montrose			42509	E
Main	Montrose	University			44689	E
Main	University	Holcombe			34918	C
Main	Holcombe	Braeswood			45384	C
Main	Braeswood	IH 610			41945	E
Fannin	Bissonnet	Rice			45384	E
Fannin	Rice	University			41153	E
Fannin	University	Holcombe			23987	C
Fannin	Holcombe	Braeswood			23567	C
Fannin	Braeswood	Old Spanish Trail			24880	C
Fannin	Old Spanish Trail	IH 610			14230	B
Greenbriar	University	Holcombe			15762	E
Greenbriar	Holcombe	Braeswood			21585	F
Greenbriar	Braeswood	Old Spanish Trail			25313	D
Greenbriar	Old Spanish Trail	Fannin			36082	D
Cambridge	Old Spanish Trail	Holly Hall			3365	A
Cambridge	Holly Hall	IH 610			8872	C
N MacGregor Loop	Main	Braeswood			33934	F
Holcombe	Kirby	Greenbriar			47127	E
Holcombe	Greenbriar	Main			45429	E
Holcombe	Main	Braeswood			54068	F
Holcombe	Braeswood	Almeda			48740	F
Braeswood	Kirby	Greenbriar			38484	F
Braeswood	Greenbriar	Main			22041	C
Braeswood	Main	Holcombe			9699	A
Braeswood	Holcombe	Almeda			21399	C
Old Spanish Trail	Main	Greenbriar			46681	E
Old Spanish Trail	Greenbriar	Fannin			27154	C
Old Spanish Trail	Fannin	Almeda			32778	D
Holly Hall	Fannin	Almeda			15515	C
Holly Hall	Almeda	SH 288			9301	B

## Sources.

HCPID, Engineering Division, Traffic Volumes, Update 2005.  
HGAC, 2025 Regional Traffic  
Model.

THE UNIVERSITY OF TEXAS  
MD ANDERSON  
CANCER CENTER

Office of the Vice President for  
Operations and Facilities Management  
Unit 717  
(713) 792-8500  
FAX: (713) 745-1753

March 15, 2006

Ms. Marlene Gafrick  
Director of Planning and Development  
City of Houston  
P.O. Box 1562  
Houston, TX 77251-1562

Re: Bertner Avenue Application for the Major Thoroughfare and Freeway Plan

Ms. Gafrick:

The University of Texas M.D. Anderson Cancer Center (MDACC) has been working with the City of Houston and Texas Medical Center on various road development projects in the Texas Medical Center. The most recent project has been the dedication of a street easement for the City to develop Bertner Avenue and Brays Bayou Bridge from Holcombe Boulevard to Braeswood Boulevard. This street section, completed in June 2005, has benefited the area by relieving congestion on nearby major thoroughfares of Holcombe Blvd., Fannin Street, and Braeswood Blvd. and providing alternative access to new development in the area.

M.D. Anderson is again working with the City to extend Bertner Avenue to Old Spanish Trail. Not only will this road continue to alleviate congestion on surrounding streets, it will provide a direct linkage from the Main Campus of the Texas Medical Center to planned developments by M.D. Anderson and others in the area south of Braeswood Blvd. including the University of Texas Research Park. The existing streets in the area do not meet current City standards and access and mobility in the area is not sufficient for the intended development of the Texas Medical Center institutions. Bertner will provide improved access to MDACC and The University of Texas Health Science Center – Houston facilities, and also to future development by The Methodist Hospital, Baylor College of Medicine, Texas Medical Center, and a charitable apartment complex serving Texas Medical Center patients. In addition, the extension of Bertner along with a future cross link from Fannin to Cambridge will greatly improve the regional mobility by providing an improved grid of higher capacity streets to serve the fast growing healthcare institutions and supporting enterprises.

This Major Thoroughfare and Freeway Plan request is for the inclusion of Bertner Avenue as a Major Collector. The existing section of road from Holcombe Blvd. to Braeswood Blvd. would be designated as "sufficient width" and the proposed section from Braeswood Blvd. to Old Spanish Trail would be designated as "to be acquired."

CARING • INTEGRITY • DISCOVERY

1515 HOLCOMBE BOULEVARD • HOUSTON, TEXAS 77030-4009

Shared Letters City of Houston Gafrick 3-15-06 M.D. Anderson Switchboard (713) 792-2121 • [www.midanderson.org](http://www.midanderson.org)

*A Comprehensive Cancer Center designated by the National Cancer Institute located in the Texas Medical Center*

For clarification, the section from Braeswood Boulevard to St. Agnes Street is along the alignment of existing Cecil Street and that right-of-way is being used to create a portion of the right-of-way width required for the Bertner. The section between St. Agnes and old Spanish Trial would not follow an existing street alignment.

To date, MDACC has submitted an application with the Joint Referral Committee for abandonment of streets and alleys and dedication of right-of-way for the new Bertner alignment. We have also met with various Public Works and Engineering staff members, including the Director, Michael Marcotte, and have their support of this section of roadway by considering its placement on the Capital Improvement Plan, the application for which will be submitted by March 17th. The following items are in reply to the requirements for a request for Major Thoroughfare status:

1. State why your proposal must be considered this year and how lack of consideration would impede plans to develop your property.

Development on the Texas Medical Center campuses south of Braeswood is happening at a rapid pace creating a great need for direct and efficient access to these areas from the Main Campus for doctors and researchers. MDACC's desire is to have this roadway in place by 2009, which will coincide with the completion of several new buildings south of Braeswood and in the UT Research Park. To meet this aggressive schedule, MDACC is planning on providing the engineering for the road and infrastructure in accordance with City standards. MDACC, TMC and CenterPoint Energy own the entire area to be included in the expanded right of way. It is anticipated that the City will accept the documents and construct the project with 2007 funds, thus opening the road to traffic in calendar year 2008.

2. Explain, justify, and demonstrate the merits of the proposal to amend the MTFP.

It is very important that Bertner Avenue be open by the end of 2008 for the new facilities. Including it in the Major Thoroughfare Plan is an important step in the process. Not only will it support the case in placing the new road section on the City's 2007 Capital Improvement Plan, but it also recognizes the need for improved mobility in the area due to the growth in the Texas Medical Center. This growth will bring improved healthcare to Houston through increased research and clinical services. It will create jobs and ultimately bring more traffic to the area. The current access to the new campuses from the west is by way of Fannin Street, which already has the designation of Major Thoroughfare of Sufficient Width. Access is also available to the east along Cambridge Street, which is also on the MTFP as a Major Collector of Sufficient Width (construction to widen the northern section within the current right of way will commence soon). Supplementing these existing roads on the boundaries of the development with Bertner Avenue directly through the center of new facilities as a Major Collector is of great benefit.

3. Describe the impact of the proposal on existing thoroughfares, the environment, the area surrounding the thoroughfare, and the MTFP. These impacts and proposed

mitigation of any adverse impacts must be addressed using appropriate studies, reports, and maps.

We do not see any adverse effects from including Bertner Avenue on the MTFP. In fact, we only see positive effects, mentioned above. Development by MDACC, UTSHC-H, TMC, and others has been at a rapid pace over the last six years and master plans indicate that this growth will continue at a similar pace for the next ten to twenty years. To support the designs for such growth, several studies have been done regarding traffic analysis, traffic signal warrants, access and parking, and overall master plans. Most of these studies directly refer to the expansion of Bertner Avenue south of Braeswood as a distinct way to improve traffic in this area of Houston and the Texas Medical Center. We will be happy to share any of these studies with you upon request. The studies include:

S. Braeswood Boulevard at Bertner Avenue Extension, Texas Medical Center, Traffic Signal Warrant Analysis, November 2001, Walter P. Moore and Associates

Traffic Impact and Access Study for MDACC HMB Parking Replacement Garage in Houston, Texas, February 6, 2002, DeShazo, Tang and Associates, Inc.

Addendum to Traffic Impact and Access Study for MDACC HMB Parking Replacement Garage in Houston, Texas, February 6, 2002, DeShazo, Tang and Associates, Inc.

Traffic Impact Analysis for MDACC Facilities in the Vicinity of the HMB Site in Houston, Texas, July 15, 2002, DeShazo, Tang and Associates, Inc.

The University of Texas South Campus Master Plan, May 20, 2004, P&W Architects

The University of Texas M.D. Anderson Cancer Center Master Plan 2015, August 31, 2004, Boyken International, Perkins and Will

A 50-Year Master Plan Update for the Institutions of the Texas Medical Center, 2006, Skidmore, Owings & Merrill, LLP

4. Explain how the proposal or the existing thoroughfare alignment directly affects your land.

The alignment of the extension of Bertner Avenue has been studied to provide the best, and clearly the most direct, linkage of the main Texas Medical Center campus and The University of Texas Research Park. It also provides another route by which traffic entering and exiting the Texas Medical Center can avoid the congested Holcombe and Fannin streets. The existing northern section begins at an intersection at Holcombe Blvd., where Bertner continues to the north as a private street. From Holcombe it continues in a southerly direction, over Brays Bayou to Braeswood Blvd. at the intersection of Cecil Street, where a new traffic signal exists. The alignment follows the existing 60' Cecil Street right-of-way for approximately half the distance to Old Spanish Trail. MDACC is dedicating an additional 20' to the east, making the new alignment an 80' ROW. The southern intersection must align with a future traffic signal and new private road through the UT Research Park. To make this alignment, the southern portion of the Bertner right-of-way veers to the east from St. Agnes to match up with the newly created intersection at Old Spanish Trail.



M.D. Anderson Cancer Center thanks you for your consideration to adopt Bertner Avenue into the City of Houston's Major Thoroughfare and Freeway Plan. Please let us know if we can be of further assistance in this important process of our growth and development.

Truly yours,

















William A. Daigneau

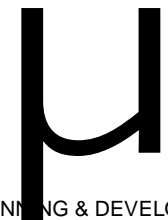
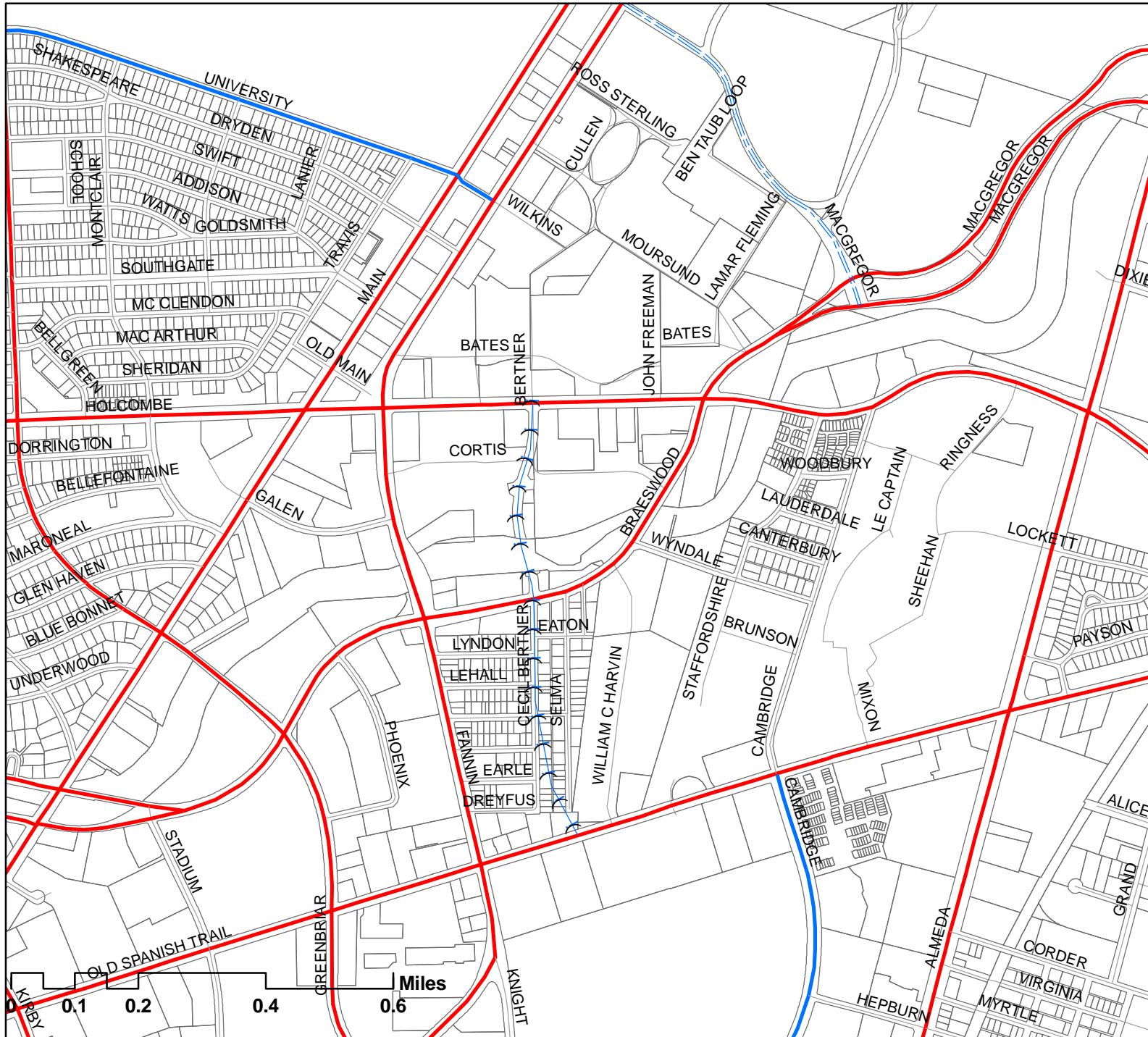
WAD/Ckh

cc: Mr. Daniel Krueger  
Deputy Director of the Engineering and Construction Division  
City of Houston

# BERTNER AVENUE 2005 MTFP AMENDMENT

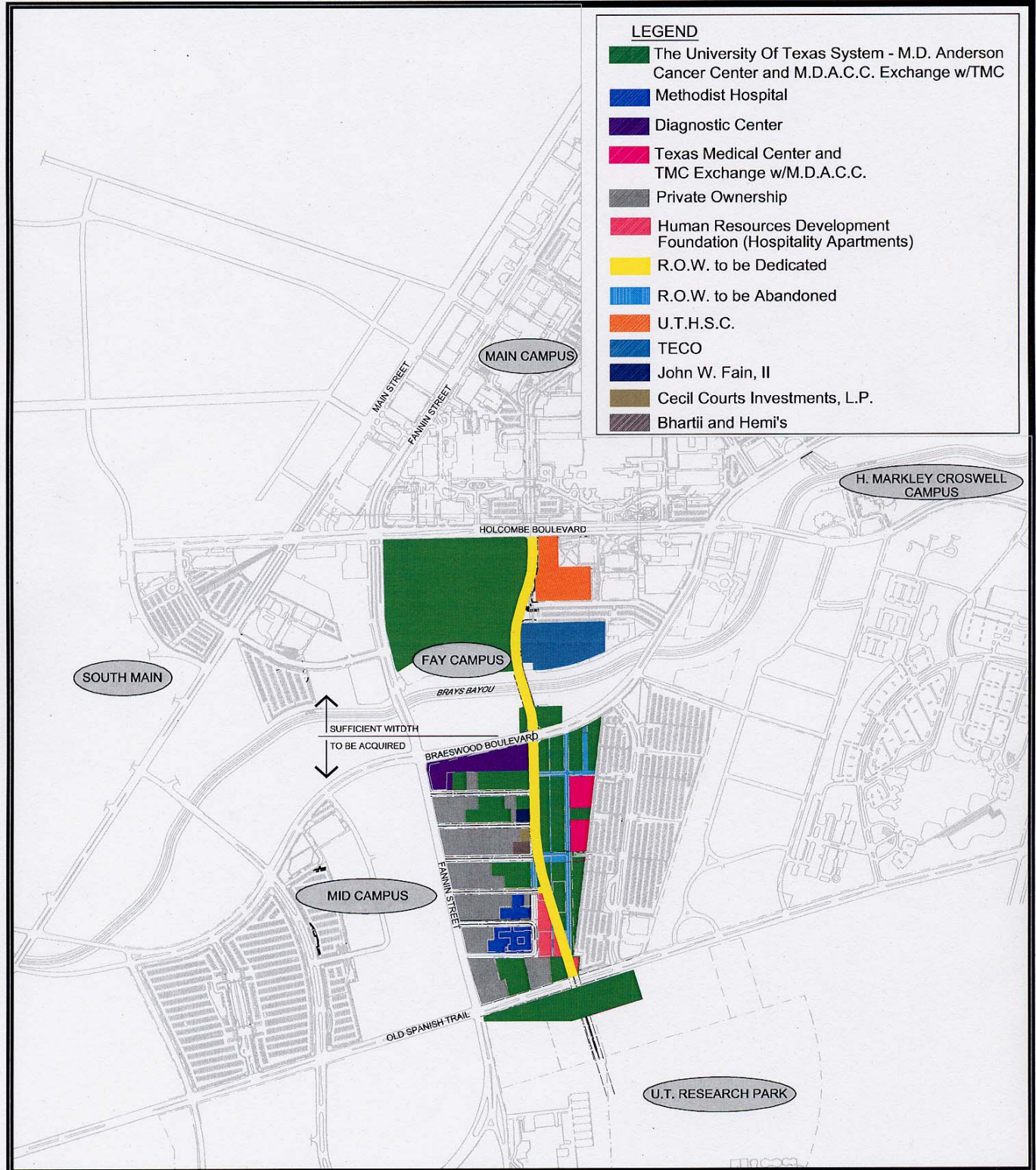
## Legend

-  Proposed Major Thoroughfare
-  Realign Major Thoroughfare
-  Delete Major Thoroughfare
-  Proposed Major Collector
-  Local
-  Proposed Freeway
-  TBW Freeway
-  Sufficient Width Freeway
-  Sufficient Width MTF
-  To be Widened MTF
-  To be acquired MTF
-  Sufficient Width Major Collector
-  TBW Major Collector
-  Proposed Major Collector
-  Proposed Grand Parkway
-  Houston ETJ



PLANNING & DEVELOPMENT  
DEPARTMENT,  
CITY OF HOUSTON





**WALTER MOORE**  
ENGINEERS & ARCHITECTS

3131 Eastside, Second Floor  
Houston, Texas 77060-9119  
Voice #1 713-430-7200 Fax #1 713-430-7206

SCALE:  
1" = 1000'

Bertner Avenue - Mid-Campus  
Proposed Land Assembly Plan

